CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

CD NO.

COUNTRY East Germany

SUBJECT Construction Work at Stendal Airfield

DATE DISTR. 11 December 1957

NO. OF PAGES 4

50X1-HUM

PLACE ACQUIRED

DATE OF INFO

SUPPLEMENT TO REPORT NO. 50X1-HUM

PROCESSING COPY

1. The concrete cover of the two ends of the runway each 520 meters long was 20 cm thick, while the cover of the middle portion was only 18 cm thick. Runway and taxiway had the same profiles. From a vertex in the first third toward the eastern end of the two lanes, they inclined toward west by about 14.5 meters and toward east by about 2.45 meters. Portland cement type 325 with a compressive strength of 325 kg/cm^2 was used. The following layers were underneath the concrete cover (from top to bottom):
Insulating cardboard
10 cm sand
20 cm gravel (packed)
Subsoil
Concreting work on all concrete lanes and hard stands were scheduled to be completed by 10 October 1957. The 1-meter-wide and 40-cm-thick border strip was reinforced by 10-cm layers of macadam and 10-cm layers of topsoil alternating with one another.[2] Joints were filled with bitumen. Border strip and joints of all concrete lanes and slabs were to be completed by 31 October 1957.

ENCLOSURE ATTACHED
PLEASE ROUTE

2. Cable collecting shafts were installed underneath the runway, taxiway, auxiliary collecting lanes.

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Thirty-six collecting shafts each were installed on the two sides of the runway, with decreasing intervals toward the two ends of the runway from the vertex. They were connected by pipes manufactured with concrete moulded by centrifugal action. Pipes increasing not only in number, but also in diameter toward the ends of the runway from 250 cm at the vertex to 700 mm were installed to secure a constant discharge of water which otherwise would easily damn up at the sloping ends.[2] The northern-most collectors of the eastern and western ends of the runway were connected with the corresponding southern-most collectors. From the two southern collecting shafts, water was conducted through a pipe 700 mm in diameter to the western and to the eastern outflow respectively.[1] Rain water ran from a gutter extending along the two sides of the runway through so-called rain collectors and concrete pipes 200 mm in diameter to the collecting shafts or their connecting pipes.[2] A total of 14 rain collectors was installed at each side of the runway. The drainage of the auxiliary lane was also secured by the installation of collecting shafts.

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STATE						DISTRIBUTION							
ARMY		AIR											
NAVY		FBI											

50X1-HUM

3. The following safety strips and zones consisting of a layer of mineral soil 20 cm thick were available:
A 220-meter wide strip along the southern side of the runway.
A 70-meter wide strip along the northern side of the auxiliary lane.
A 60-meter wide strip running on each side of the northern approach taxiway.
A 60-meter wide strip from the western end of the auxiliary lane to the spur track along the western approach taxiway.
A 70-meter wide strip along the northern side of this approach lane.
Further safety strips were built between runway and taxiway and between taxiway and auxiliary lane.

4. Repair work on the 3 western hangars, each 36 x 100 meters, at the northeastern portion of the airfield was scheduled to be completed by late September 1957, and on the two eastern hangars after the departure of the ITB (Ing. Tiefbau Brandenburg) construction personnel.

5. The fuel dumps installed prior to 1945 will possibly be put into operation, since no new fuel dumps were observed. The old dumps were empty and their capacity was unknown. [redacted] the 3 fuel dumps had formerly been interconnected. 50X1-HUM
Fuel dump No 1 contained four tanks, dump No 2 three tanks, and dump No 3 six tanks. A manhole led to the underground bedding of each tank. The concrete cover of fuel dump No 3 was about 3 meters high and the tank below the concrete cover was about 8 meters high.

6. The installation of a hydraulic station with 2 air-pressure tanks 1.60 meters in diameter, 2 pressure pumps, and 2 15 kW reserve pumps was planned.

Description of Attachment:

A sketch showing installations described in the legend. 50X1-HUM

Annex 1 [redacted] 50X1-HUM

Legend

Overlay sketch, scale 1:12,500
Sheet 3336/37

Stendal Airfield, [redacted] 50X1-HUM

I Runway 2,000 x 60 meters

R Taxiway 14 meters wide

II Connecting lanes 14 meters wide

III " " " " "

IV " " " " "

V " " 12 " "

VI " " 12 " "

VII Auxiliary lane 692 x 50 meters

VIII Northern approach taxiway 12 meters wide

IX Connecting lane between runway and taxiway 14 meters wide, between taxiway and auxiliary lane 12 meters wide

X Western dispersal area 160 x 30 meters

XI Eastern dispersal area 80 x 30 meters

1 Fuel dump No 1 : 4 tanks

2 Fuel dump No 2 : 3 tanks

3 Fuel dump No 3 : 6 tanks

4 Spur track - ramp

5 Western approach taxiway 10 meters wide

6 Ordnance depot

7 Fence

8 Entrance

9 Eastern water discharge point

10 Western water discharge point

11 Cable collecting shafts underneath the runway and taxiway

12 Drainage system

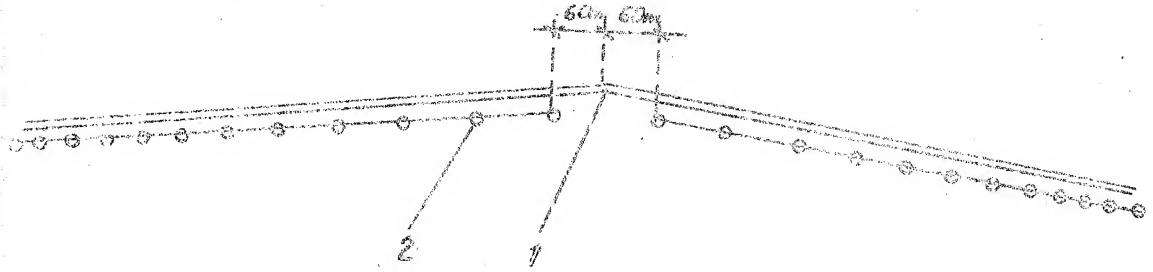
13 Safety zone

Annex 2

50X1-HUM

I

Longitudinal section of the runway



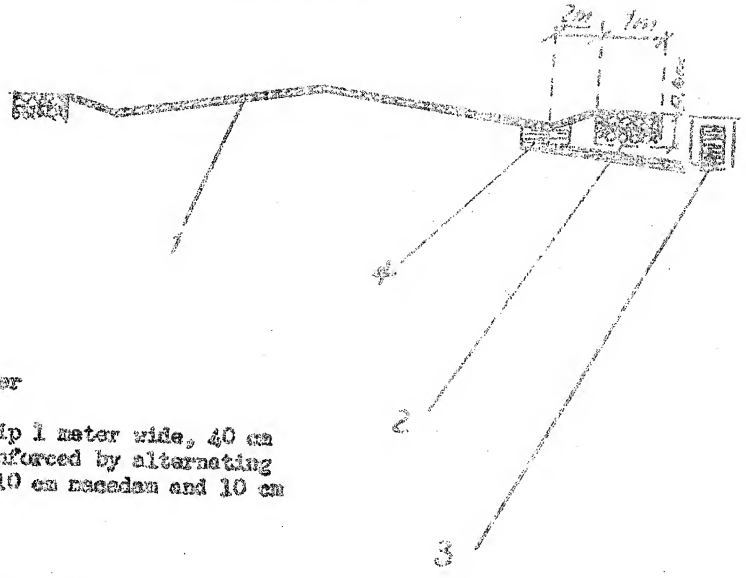
Legend

1. Vertex of the runway
2. Cable collecting shafts

II

Cross Section of the runway

Not to Scale



Legend

1. Runway cover
2. Border strip 1 meter wide, 40 cm thick, reinforced by alternating layers of 10 cm macadam and 10 cm topsoil
3. Collector
4. Rain collector with pipes 200 mm in diameter

50X1-HUM

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CLASSIFICATION

COUNTRY East Germany

REPORT

SUBJECT Construction Work at Stendal Airfield

DATE OF REPORT 13 November 1957

PLACE ACQUIRED

50X1-HUM

LAST REPORT ON SUBJECT
(If applicable)

ANNEXES 2-sketches with legends on ditto

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6. The installation of a hydraulic station with 2 air-pressure tanks 1.60 meters in diameter, 2 pressure pumps, and 2 15 kW reserve pumps was planned.

1. [redacted] Comment. For sketch, see Annex 1. 50X1-HUM

2. [redacted] Comment. For sketch, see Annex 2.

Legend

Overlay sketch, scale 1:12,500
Sheet 3336/57

Stendal Airfield, [redacted] 50X1-HUM

I Runway 2,000 x 60 meters
R Taxiway 14 meters wide
II Connecting lanes 14 meters wide
III " " " " "
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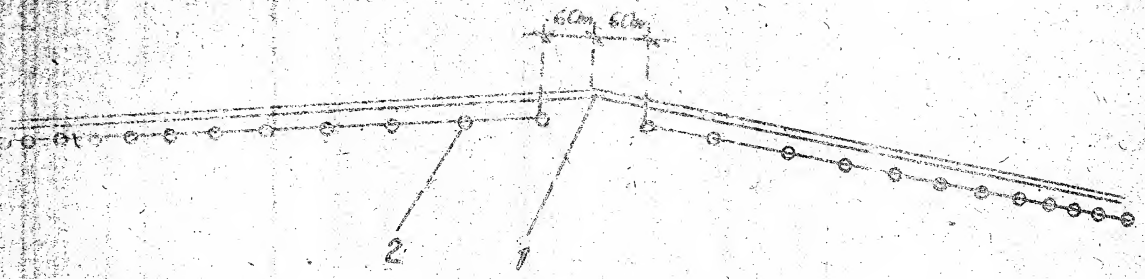
11 Cable collecting shafts underneath the runway and taxiway
12 Drainage system
13 Safety zone

Annex 2 [ ] 50X1-HUM

Longitudinal Section of the Runway

I



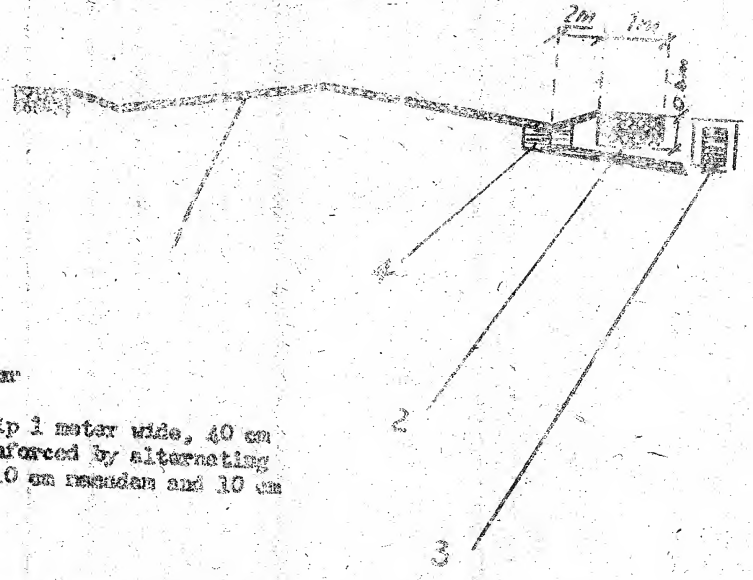
Legend

1. Vertex of the runway
2. Cable collecting shafts

II

Cross Section of the runway

Not to Scale



Legend

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2. Border strip 1 meter wide, 40 cm thick, reinforced by alternating layers of 10 cm rubble and 10 cm topsoil
3. Collector
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